

## Comparison of Option A to EYA Plan of August, 2007

Issue	EYA Plan, revised 08/07	Option A
Main Station Entrance	<p>Reduces plaza at entrance by 56 feet from existing</p> <p>Bus bay and shelter right at entrance constrains crosswalk and reduces visibility</p> <p>Reduction of plaza length, combined with grade change on Carroll St near entrance makes area more difficult to enter for people for whom slopes and stairs are difficult</p> <p>Short length of plaza means not enough room for a Carroll St crosswalk on western side of bus drive; pedestrians must cross Carroll east of bus lanes, then cross the wide bus lanes</p> <p>Bus lane crossing is 70 feet wide, with no median in the crosswalk as a refuge</p> <p>The breadth of the crosswalk is only 15 feet due to the location of the first bus bay</p> <p>A traffic signal at the bus entrance is required; the signal should be able to be triggered by pedestrians</p>	<p>Reduces plaza by 26 feet from existing</p> <p>No bus bay or shelter is at entrance</p> <p>The larger plaza than the EYA plan allows for less grade difference from Carroll St</p> <p>The larger plaza than the EYA plan allows for a crossing of Carroll St at the entrance, with no need to also cross the bus lanes</p> <p>The 62 foot wide crosswalk of the bus lanes includes a 10 foot wide median as a refuge; the breadth of the crosswalk is 70 feet, giving prominence to the pedestrian crossing</p> <p>The crosswalk is well away from the first bus bay for enhanced safety and visibility</p> <p>A traffic signal at the bus entrance is required; the signal should be able to be triggered by pedestrians</p>
Pedestrian entrance from NW corner of property at Eastern Ave	<p>8 foot wide sidewalk provided, obstructed by tree boxes; 10 foot wide unobstructed path is standard for shared bike/ped path</p>	<p>Room for at least a 10 foot wide unobstructed path, meeting standards even though bikes will be less likely to use this route than with the EYA</p>

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(cont'd) Pedestrian entrance from NW corner of property at Eastern Ave	<p>Sidewalk is also narrowed by bike lockers and bus shelters</p> <p>The reduced width of the slope down from the tracks, turns the slope more into a tall retaining wall; peds will feel squeezed between the wall and the bus shelters etc. making the walk feel uncomfortable</p> <p>Good aspect: only one vehicular crossing to entrances</p>	<p>plan</p> <p>Obstructing bike lockers not needed along path due to Bike Station</p> <p>Bus shelters would be tucked into slope allowing a clear path</p> <p>All crossings of vehicular paths will have broad crossings; raised crosswalks are recommended</p> <p>The crossing of the bus lanes is approx 60 feet wide, including a 10 foot wide median; the breadth of the crossing averages 70 feet; no bus bays are in this area; it is recommended that the crosswalk be raised and that a canopy stretch from the elevator entrance to the Kiss and Ride drop off point</p> <p>No reduction of width of landscaped slope between sidewalk and tracks so path feels comfortable</p>
Pedestrian entrance from Eastern & Cedar	<p>10 foot wide shared bike/ped path</p> <p>To get to elevator, must go around bus/car traffic circle; path does not follow desire lines to entrance</p> <p>View of either entrance is impeded until very close</p>	<p>12 to 15 foot wide shared bike/ped path easily accommodated; allows for trees without obstructing flow</p> <p>Once around the residential buildings near Eastern &amp; Cedar, path follows desire lines</p> <p>View of entrances is possible from much greater distance than in EYA plan</p>

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Pedestrian entrance from Cedar and Carroll	Path appears to be only 8 foot wide, although path is heavily used by peds and is to be shared by Kiss and Ride patrons, persons going to businesses, and persons using the Village Green; bike riders also are likely to come this way from the Met Branch Trail	Allows for a broad pedestrian way to the Metro station, 20 feet or more wide, accommodating the mix of users and setting a tone of the area as welcoming to pedestrians and transit users
Access by Disabled Patrons	<p>Multiple locations of handicapped parking spaces, Kiss and Ride spaces and drop off locations create confusion and long distances for disabled passengers</p> <p>Most convenient location to drop off disabled passengers is in the bus/car traffic circle at the end of the fence, but causes congestion and disruption of buses; unless use garage, all other paths have long distances and less safe ped crossings</p> <p>Handicapped drop off in the garage has no clear view of the elevator entrance</p> <p>Persons leaving station from either exit cannot see if or where someone might be waiting for them due to obstructed views and scattered Kiss and Ride locations; this is more unsettling for more vulnerable passengers</p> <p>Reduced plaza length at</p>	<p>Drop off area across from elevator has clear view to elevator, but must cross at main crossing of bus lanes; recommendation is for a raised crosswalk and a canopy to the elevator</p> <p>Single Kiss and Ride pick up location, in a visible location, eliminates confusion for patron</p> <p>Main entrance can be used by persons with mobility impairments but who are not in wheelchairs; a drop off location at this entrance could be considered on Carroll Street</p>

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(cont'd) Access by Disabled Patrons	main entrance means more of a slope exists at the entrance making this entrance more difficult for persons who are mobility impaired but are not wheelchair users	
Bicycle access	Plan directs bicycle riders around the perimeter with 10 foot wide shared ped/bike paths, meeting minimum standard on Eastern and Cedar Avenues only Bike access to the station is not welcomed; no bicycle circulation plan through the site is shown Bike lockers are scattered through the sidewalk areas, obstructing the paths	Plan welcomes bike riders around and through the site with wide shared paths A Bike Station is prominently located opposite the main station entrance; much of the bike route to this location is on paths with less pedestrian traffic Prominent location of Bike Station can add to numbers of patrons biking to the station and to the success of the retail area
Vehicular Circulation On Site	Combined bus/car traffic circle is unwise at any transit station; its location near the most convenient point to access the elevator entrance will lead to cars dropping off passengers in the circle, while holding up buses and other cars; the proposed fence at the circle will only increase congestion as it limits drop off activity to only one car at a time Plan has extremely confusing circulation system; even frequent users will need to circle through the site looking	Plan separates bus traffic from car traffic, with the exception of a short, straight connection from the bus bays to Eastern Avenue for the small number of RideOn buses that need access to Eastern; the section has no drop off points Plan has simple and logical traffic plan on site Plan also separates public transit center traffic from vehicular access to the private residential properties No interior parking spaces are to be found on site, so patrons will

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(cont'd) Vehicular Circulation On Site	<p>for parking and drop off locations at multiple sites</p> <p>Dead-end alleys and streets, accessible to the public will cause cars to do U-turns and back up into the congested interior street</p> <p>Buses will not be able to keep to schedule without active patrolling by Metro Police</p> <p>A reduction in the number of public parking spaces in the lot/garage will cause people to look for the scattered parking spaces through the site, causing additional driving and confusion.</p>	<p>not drive around looking for them</p> <p>The Kiss and Ride location and the garage are accessed from the same public road, minimizing confusion and congestion</p>
Bus Bays and Circulation	<p>Plan has ten bus bays, with four interior layover spaces that could never be used as public bus bays when needed</p> <p>Shared bus/car traffic circle is undesirable due to increased congestion, the likelihood of bus/car accidents, and delays in keeping to schedule</p> <p>Location of bus bays at the two entrances blocks views of the entrances for patrons and causes patrons to have to walk a longer way around to get to the other side of the bus drives</p>	<p>Plan accommodates 12 bus bays, as recommended by the Takoma Transportation Study; all bus bays are available for public use when needed</p> <p>Bus traffic is kept separated from car traffic, except for a short, straight connection from the bus bays to Eastern Avenue for the small number of RideOn buses that need access to Eastern; the section has no drop off points</p>
Parking	<p>The plan reduces parking in the public parking lot to approximately either 53 or 103 spaces (depending upon whether a surface lot or two level</p>	<p>As strongly desired by the community, the plan keeps the approximately 150 parking spaces as exists today, in a three level garage</p>

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(cont'd) Parking	<p>parking garage is chosen, with a drop off loop for disabled patrons), with an additional 42 spaces to be found scattered around the site; some are in front of the two-car garage townhouses</p> <p>The confusion of finding parking on the site will be great, given the scattered parking space locations and the difficult-to-navigate street pattern on site</p>	<p>No other parking spaces are on site, minimizing driving around looking for a place to park</p> <p>Parking is to remain short term and can be more easily monitored by WMATA given its single location</p>